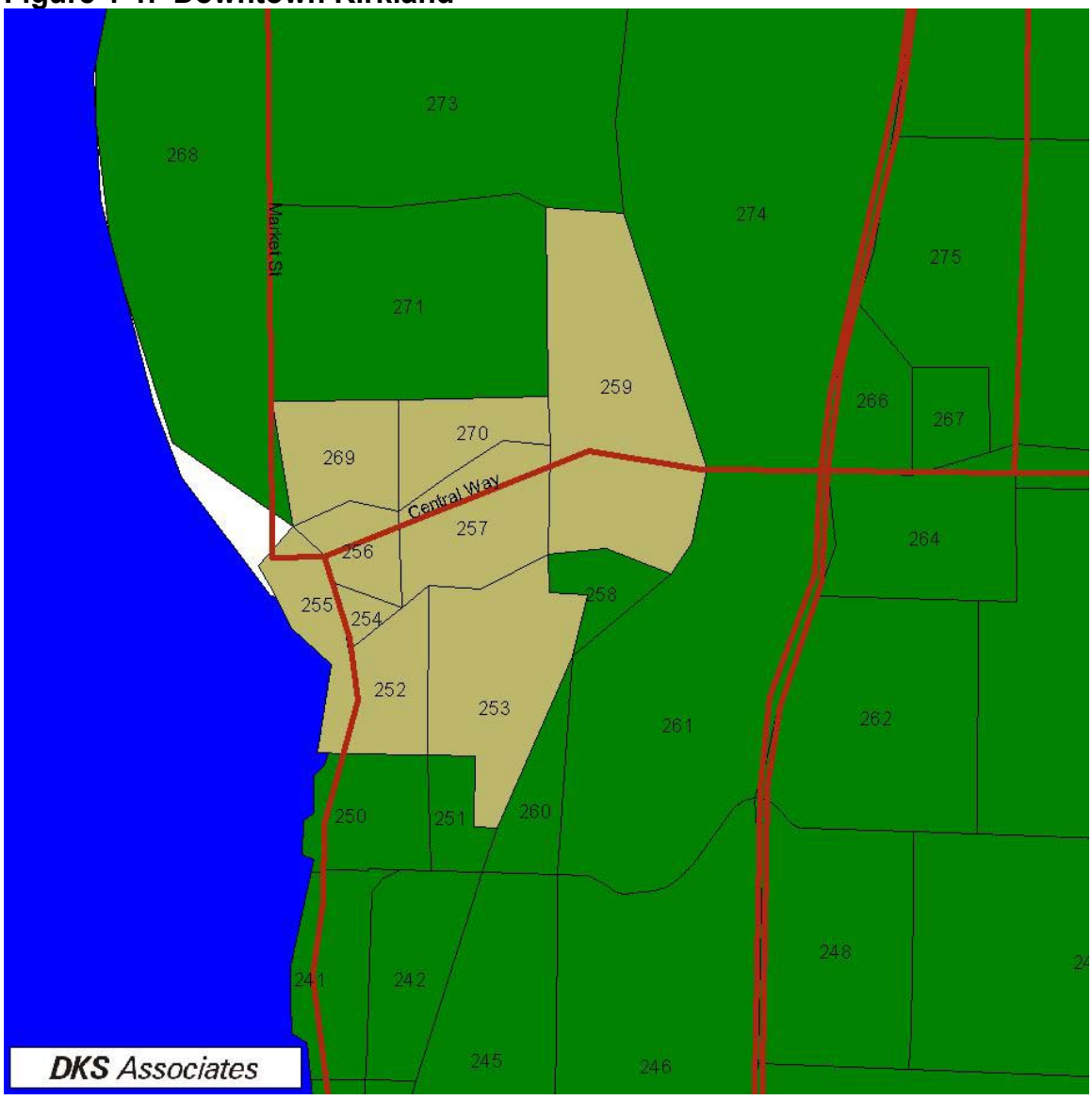
Downtown Kirkland

1.0 Setting and Physical Characteristics

1.1 Location

This section summarizes the characteristics Kirkland's downtown area, an older, medium-density suburban downtown near the eastern base of the SR 520 Bridge on the Lake Washington waterfront. The case study area boundaries are illustrated in Figure 1-1.

Figure 1-1. Downtown Kirkland



1.2 Land Use Character and Mix

According to the City of Kirkland Comprehensive Plan, downtown Kirkland's role is a regional activity area, a community and regional center for professional and government services, and a corporate headquarters. The area also provides specialty retailing, a center for tourism and the arts, goods and services for neighborhood residents, and a connection to the waterfront.

Kirkland's downtown is largely commercial and medium/high density residential, with some office space. Peter Kirk Park alongside Central Way NE in the heart of downtown, is a large area of open space, and there are public spaces provided along the waterfront parks.

1.3 Access to Freeways and State Facilities

I-405 lies just to the east of downtown Kirkland, while SR 520 is one mile south of the downtown area.

I-405. The I-405 corridor runs north-south through Kirkland 1 mile to the east of the downtown area, and continues north to pass through the Totem Lake neighborhood.

SR 520. The SR 520 freeway can be accessed from downtown Kirkland either via I-405, or via southbound Lake Washington Blvd NE, which has ramps to SR 520.

1.4 Roadway Network

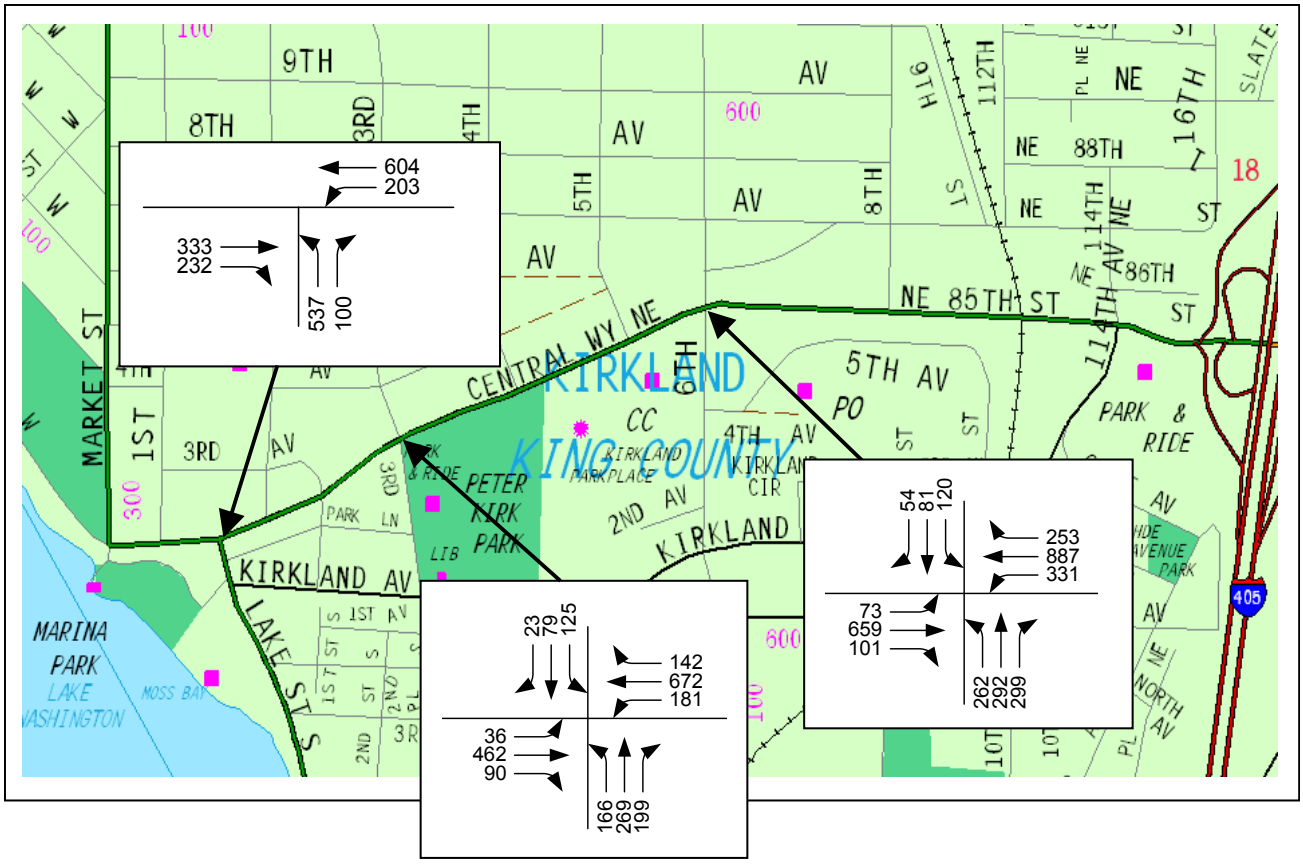
In the downtown area, Central Way NE, Market Street, and Lake Washington Boulevard/ Lake Street represent the principal arterials and most important segments of the roadway network for travel in the downtown area. Central Way NE, which runs east-west, becomes NE 85th Street/SR 908 to the east, and provides access between downtown and I-405. Lake Street S./Lake Washington Blvd to the south, provides access to SR520 and downtown Bellevue. Market Street provides the main north-south access to and from Kenmore/Bothell and SR 522 through the Juanita area.

The minor arterials provide connections between principal arterials, also serving as key circulation routes within Kirkland. The only minor arterial in downtown Kirkland is 6th Street S. that connects Central Way to NE 68th Street to the south.

Collectors distribute traffic from arterials to local streets. In the downtown area the collectors include Kirkland Avenue/Kirkland Way, 2nd Ave S., State Street, Railroad, and 7th Avenue.

Central Way between Market Street and 6th Street carries about 18,000 to 30,000 vehicles per day. The traffic volumes are substantially higher in the east section east of 6th Street than the sections west of 6th Street. The section east of 6th Street is an access route to/from I-405. The sections of Central Way between Market Street and 6th Street are carrying traffic in a range of 18,000 to 20,000 vehicles per day. The westbound lanes of Central Way between 3rd Street and 6th Street carry higher volumes. Local intersection volumes from 1998 are summarized in Figure 1-2.

Figure 1-2. Existing PM Peak Hour Traffic Counts in Downtown Kirkland (1999)



Source: Kirkland Downtown Plan, 1999

1.5 Transit Services

1.5.1 Existing Transit Service

The existing and future transit service levels are discussed in the following sections.

Route 230 services Kingsgate P&R, Totem Lake Mall, Rose Hill, 124th Ave NE, NE 85th St, Kirkland Transit Center, Lake Washington Blvd., South Kirkland P&R, Bellevue Way NE, Bellevue Transit Center, NE 8th St, Crossroads, Overlake, Microsoft, 156th Ave NE, SR-520, and the downtown Redmond P&R. This route operates seven days a week and has an AM peak hour headway of 30 minutes, with peak hour headways of 15 minutes between Kirkland and Bellevue.

Route 234 services Northshore P&R, Kenmore, Finn Hill, Juanita, Kirkland Transit Center, Northwest College, S. Kirkland P&R, 116th Ave NE, and the Bellevue Transit Center. This route operates weekdays and on Saturday with an AM peak hour 30 minute headway on weekdays.

Route 236 services Kirkland Transit Center, Kirkland, Juanita, Totem Lake, Kingsgate, Brickyard P&R, Bothell, and the Woodinville P&R. This route operates weekdays and on Saturday with an AM peak hour 30-minute headway on weekdays.

Route 238 services Kirkland Transit Center, Kirkland, Rose Hill, Lake Washington Technical College, Totem Lake, Kingsgate P&R, Finn Hill, Brickyard P&R, Bothell P&R, UW Bothell Campus, and

Cascadia Community College. This route operates seven days a week, with 25 minute headways in the AM peak hour.

Route 245 services Kirkland, Houghton P&R, Redmond, Overlake, Bellevue, Eastgate P&R, and Factoria. This route operates seven days a week, with 30 minute headways in the AM peak hour.

Route 251 services Kirkland Transit Center, Houghton P&R, Redmond P&R, Bear Creek P&R, Cottage Lake, Woodinville P&R, Bothell, UW Bothell Campus. This route operates weekdays and Saturdays, with a 30 minute headway on the weekdays AM peak hour.

Route 254 services Kirkland Transit Center, Houghton P&R, Redmond P&R, Education Hill. This route operates seven days a week, with a 50 minute weekday AM peak hour headway.

Route 255 services Brickyard P&R, Kingsgate P&R, Kingsgate, Juanita, Kirkland Transit Center, Northwest College, South Kirkland P&R, Montlake, and the Downtown Seattle (tunnel). This route operates seven days a week with 10 minute headways weekday AM peak hour (downtown Kirkland) and 30 minute headways at Totem Lake.

Route ST 540 services the Bear Creek P&R, Redmond P&R, NE 85th St, Kirkland Transit Center, Northwest College, South Kirkland P&R, SR-520 Freeway stops, and the University District. This route operates seven days a week, with 15 minute headways in the AM peak hour.

The Kirkland Transit Center is the focal point for transit service in the downtown Kirkland area. The transit center is located at 3rd Street and Park Lane. It is an on-street facility, with standard bus shelters. Eight Metro bus routes and one Sound Transit route use the facility (Metro 230, 234, 236, 238, 245, 251, 254, 255 and ST 540). No parking is available at the transit center. There are currently four bays at the Kirkland Transit Center, located at the four corners of the intersection. Crosswalks at Park Lane link the four bus bays. Sound Transit is currently designing a new Kirkland Transit Center. At publication time, the preferred site is at an off-street location on Kirkland Way between 3rd and 6th Streets. Eight bays are planned and construction is to be completed by 2005.

The Kirkland Transit Study[1] reports that during peak periods (generally 6 to 9 am and 3 to 7 pm weekdays), buses get delayed in general traffic, which makes timed connections difficult to achieve on a consistent basis. There are close groupings of arrivals and departures and no built-in recovery times.

Eight Metro bus routes serve the Kirkland transit center and for five of those routes the center is the terminus –for the 236, 238, 245, 251, and the 254. Transit service connects downtown Kirkland to other parts of Kirkland, such as Totem Lake and to other eastside employment and urban centers including Woodinville, downtown Bellevue, the Overlake area, Microsoft, and downtown Redmond; the routes use principal arterials, not the freeways. The one express route, Sound Transit 540, travels between the University of Washington and Redmond, with 30-minute headways from 6:30 am to 10 pm. Route 255 offers direct service to downtown Seattle. Regional destinations south of Kirkland are reached via transfer at Bellevue. Destinations to the north such as Lynnwood and Everett are reached through connections at I-405 via the Houghton or Kingsgate Transit Centers.

Some High Occupancy Vehicle (HOV) priority treatments are provided in the Kirkland area. These treatments increase transit reliability and reduce travel time for the transit routes, which operate on the

[1] KJF Associates and LRS and Associates, March 1999.

corridors with treatments. HOV lanes are provided on the inside lanes on I-405 through the City of Kirkland in both the northbound and the southbound directions.

Ramp metering and queue bypass lanes at interchanges in Kirkland also facilitate transit service reliability and increased travel times. The queue bypasses located in the downtown Kirkland study area are at:

- NE 70th Street/ I-405 Interchange: northbound/southbound on-ramps
- NE 85th Street/ I-405 Interchange: a portion of the northbound/southbound on-ramps

1.5.2 Forecast for 2030 Transit Service

The PSRC/Trans-Lake model was used to forecast the number of transit routes in the case study area for both the base and future conditions. Plans are in place to upgrade and expand the transit center in downtown Kirkland, supply more bus bays and amenities, and enhance transit service. Plans are also being developed to make street and signal improvements on the NE 85th Street and NE 108th Street corridors to prioritize transit, thus improving bus service.[2] Table 1-1 and Table 1-2 show the forecasted changes in service for 2030.

Table 1-1. Number of Routes

Time Period	Year	Rail	Ferry	High Bus	Low Bus	Total
AM Peak	2000				12	**12**
	2030			11	1	**12**
Mid-Day	2000				26	**26**
	2030			9		**9**

Table 1-2. Frequency of Service

Time Period	Year	Rail	Ferry	High Bus	Low Bus	Total
AM Peak	2000				16	**16**
	2030			50	1	**51**
Mid-Day	2000				35	**35**
	2030			36		**36**

1.6 Parking Supply, Availability and Price

The Downtown Kirkland study area covers a relatively large area. A significant portion of the north end and south end of the study area is residential, and thus was excluded from the parking inventory performed as part of data collection for TEEM[3].

A large supply of on-street parking is available in downtown Kirkland, which was observed to be well used. However, only off-street parking was included in the study. Table 1-3 shows the off-street parking supply and demand. Institutional land uses include an elementary school, the Kirkland Post Office, the Library, and churches. Some light industrial activity is located in the eastern portion of the study area near the railroad tracks and is categorized as 'other'.

[2] Sound Transit Website; http://soundtransit.org/stexpress
[3] Parking Study, Mirai Associates 2002.

Table 1-3. Parking Supply and Demand by Type

	Parking Type			
	Retail	**Office**	**Other**	**Total**
2000 Supply	1,746	2,229	431	**4,406**
2000 Demand	1,019	1,205	221	**2,445**
2000 D/S Ratio	0.58	0.54	0.51	**0.55**
2030 Supply				**5,216**
2030 Demand				**3,036**
2030 D/S Ratio				**0.58**

1.6.1 Average Cost of Parking for Employees that Drive to Work

Public parking is available in several locations in Downtown Kirkland. Free two-hour parking is available at the Marina Park lot, the Lake Street lot, the Central Street lot, as well as on-street parking in the downtown core that provides access to retail businesses. Free four-hour parking is provided at the Municipal Parking Garage, located under the Kirkland Library, at the corner of 3rd Street and Kirkland Avenue.

In addition, all-day parking is available in the Municipal Garage for a $5 fee, and metered parking is provided in six spaces in the Lake Street lot and in four spaces at the Marina Park lot for $1 per hour. Private parking lots also provide customer parking in the downtown CBD.

The Municipal Garage at the Kirkland Library was partly financed by the city's in-lieu of parking fee program. The businesses and developments in the downtown contributed funds to the program instead of supplying their own parking spaces. In addition, the Park Smart program allows employees working downtown to obtain a parking permit for the Municipal Garage. The Park Smart program also provides monthly paid parking in the Marina lot, Main Street lot, and the parking area adjacent to Marina Heights. It appears that the Park Smart program has been well received by the downtown employees.

When collecting parking costs, the PSRC/Trans-Lake baseline model assumes a relatively high parking cost in many parts of the region. Then, in the implementation of the model, the parking costs are lowered for many users to reflect that many users don't pay for the full price of parking. In the implementation of TEEM, the forecast parking costs were assumed to be one-half of the baseline PSRC/Trans-Lake model to account for people whose parking costs are subsidized. The resulting parking costs are shown in Table 1-4.

Table 1-4. Average Parking Costs from the PSRC/Trans-Lake Model

	Parking Costs	
	2000	**2030**
Drive Alone	$0.00	$0.00
Carpool	$0.00	$0.00
Vanpool	$0.00	$0.00

1.7 Pedestrian and Bicycle Facilities

Kirkland has been an innovator in improvements that improve the quality of the pedestrian experience downtown: high-visibility flashing crosswalks, public art, a lively streetscape, and an extensive sidewalk network.

Over the years, the city has provided sidewalk connections along Park Lane and through Peter Kirk Park past the Library, ball field, and the Kirkland Performing Arts Center, making the downtown sidewalk network almost 100% complete. With the basic pedestrian infrastructure in place, downtown Kirkland can focus on the quality of the pedestrian experience.

Striped bicycle lanes in downtown Kirkland are located on the roadways of State Street and Market Street.

The City of Kirkland adopted a Non-Motorized Transportation Plan in 1995, and updated it in 2001. It established a long-term future vision of Kirkland regarding pedestrian and bicycle circulation and identified general actions that the City should undertake to provide for a more comprehensive non-motorized system.

Planned improvements by 2030 include the following list of the locations where pedestrian facility improvements were identified in the plan for the downtown area:

- Waverly Way Bluff Linear Park Trail (West Side)
- Central Way between Market Street and 6th Street
- Existing section of Shorefront Walkway between Market Street and Yarrow Bay
- Market Street north of Marina Park
- 7th Avenue between Market Street and 6th Street
- 2nd Street between 7th Avenue and Central Way
- 3rd Street between 7th Avenue and Central Way
- 4th Street between 7th Avenue and Central Way
- Pedestrian path between Lake Street following Park Lane, Peter Kirk Park, 4th Avenue to NE 80th
- Kirkland Way from Lake Street to BNRR
- State Street between Kirkland Avenue and NE 68th Place
- Lake Street between Central Way and 2nd Street South

The City's Non-Motorized Transportation Plan also identifies several bicycle routes where facilities to support bicycle transportation are needed. In the downtown area, the designated bike routes are: Market Street north of Central Way, a short section of Central Way between Market Street and Lake Street, a short section of Lake Street between Central Way and Kirkland Avenue, Kirkland Avenue, State Street/ 3rd Avenue South, and 3rd Street between Central Way and 7th Street. NE 80th Street is a bicycle corridor as is Lake Washington Boulevard.

2.0 Population and Employment Characteristics

The size and population for both 2000 and 2030 of the case study area is given in Table 2-1.

2.1 Population

The population of Downtown Kirkland is expected to increase by 2,000 people over the next 30 years. The City of Kirkland has experienced a 1.4 percent annual population growth rate since 1990.[4] However, the population grew by nearly 20 percent within a mile of Downtown area from 1980 to 1990, and grew another 12 percent from 1990 to 2000. According to projections, nearly a quarter of the projected population of the entire City will be living within one mile of Downtown by 2004 or 2005.

[4] Downtown Kirkland Memo for Strategic Plan; the Leland Consulting Group 1999.

Residential density in Kirkland is highest in the Downtown and Totem Lake areas, with 13.6 units per acre in the Central neighborhood, which includes Downtown. Although the Central neighborhood still includes a small percentage of single-family units, from 1990 to 1999, there was high growth in condominium development in the downtown area, which added an estimated 793 units to the one-mile area.

Table 2-1. Background Model Information

	2000	2030
Size (sq. miles)	0.63	
Population	4,516	6,760

The average household income in Kirkland increased 49.6 percent from 1989 to 1998 (from $49,119 to $73, 506) and is expected to reach $99,053 by 2004.[5] This is above average even for the relatively well-off Puget Sound region, where average household income was $61,151 in 1998. The majority of households in both Kirkland (as well as the Eastside as a whole) have household incomes over $50,000.

2.2 Employment

Within the downtown Business District, the types of employment reflect the fact that the downtown area is a shopping and eating destination for Eastside residents.[6] Over 80 percent of Downtown Kirkland employees work in one of three major business sectors (restaurants, professional or retail) as shown in Table 2-2 and Table 2-3. Over the next thirty years, employment is expected to increase little.

Table 2-2. Employment by Type

	Model Employment	
	2000	2030
Retail	1,556	1,586
Office	2,466	2,858
Other	246	202
Total	**4,267**	**4,647**

Most employees work for small businesses with fewer than 50 employees; this is expected to remain the pattern.

Table 2-3. Employee Data by Size of Employer

	Number of Employees				Grand Total
	0-49	50-99	100-499	500+	
2000	2,386	884	997	0	4,267
2030	2,598	963	1,085	0	4,647

2.3 Characteristics by Transportation Analysis Zone (TAZ)

Table 2-4 lists the transit level of service definitions that were used for each TAZ, while Table-2-5 illustrates the changes in land use characteristics that are expected for each TAZ in the Downtown Kirkland Area. In every zone, the transit service is expected to increase substantially to a High 1. The mixed use and the density are more mixed. Table 2-6 gives the population, employment and trips by

[5] Ibid
[6] Ibid

local area TAZ for the study area. The summary of these characteristics was described in earlier sections. In general, the population is increasing in the Downtown Kirkland Zones, while the employment is more mixed. Table 2-7 shows that in the future most of the population and employment will be in zones that are better serviced by transit.

Table 2-4. Transit Level of Service Definitions

Transit Service	Definition
High 1	At least one (1) rail route or five (5) or more high frequency routes
High 2	Four (4) high frequency routes or at least fifteen (15) total routes
Medium 1	Three (3) high frequency routes or at least ten (10) total routes
Medium 2	Two (2) high frequency routes or at least five (5) total routes
Low 1	At least two (2) total routes
Low 2	Less than two (2) total routes

Table 2-5. Land Use Characterizations

	Transit Service		Mixed-Use		Density	
TAZ	2000	2030	2000	2030	2000	2030
252	Medium 1	High 1	High	High	Low	Low
253	Medium 1	High 1	High	High	Low	Medium
254	Medium 1	High 1	High	High	High	High
255	Medium 1	High 1	High	High	High	Medium
256	Medium 1	High 1	High	High	High	High
257	Medium 1	High 1	High	High	High	High
259	Medium 1	High 1	High	Medium	Low	Low
269	Medium 1	High 1	High	Medium	Low	Medium
270	Medium 1	High 1	High	Medium	Low	High
354	High 2	High 1	Medium	Medium	Low	High
363	High 2	High 1	Medium	Medium	Low	High

Table 2-6. Population, Employment and Trips

		Population and Employment						Home Based Work Person Trips			
	Area	Population		Retail Employment		Other Employment		Productions		Attractions	
TAZ	sq. miles	2000	2030	2000	2030	2000	2030	2000	2030	2000	2030
252	0.046	409	465	26	9	77	125	411	324	161	199
253	0.118	902	1,508	52	106	364	604	868	1,046	585	979
254	0.009	251	73	117	162	60	111	259	45	239	344
255	0.041	155	251	301	288	493	337	163	186	928	770
256	0.032	259	72	383	418	138	269	272	52	644	847
257	0.077	449	508	611	452	756	931	472	374	1,678	1,680
259	0.193	560	777	0	36	816	436	584	569	1,169	603
269	0.057	686	1,455	10	0	0	0	314	1,163	398	469
270	0.045	844	1,652	0	0	6	151	419	1,413	44	287
354	0.003	0	0	14	33	0	33	0	0	19	72
363	0.005	0	0	42	81	2	62	0	0	53	151

Table 2-7. Population Employment by Transit Service

		Transit Service Level						Total
		High 1	High 2	Medium 1	Medium 2	Low 1	Low 2	
Transit Service	2000 Base	0	2	9	0	0	0	11
	2030 Base	11	0	0	0	0	0	11
Population	2000 Base	0	0	4,516	0	0	0	4,516
	2030 Base	6,760	0	0	0	0	0	6,760
Total Employment	2000 Base	0	58	4,209	0	0	0	4,267
	2030 Base	4,647	0	0	0	0	0	4,647

3.0 Travel Behavior Inventory

The following information was provided from neighborhood plans and the model.

3.1 Person and Vehicle Trips

The person and vehicle trips for the study area employees and residents are illustrated in Table 3-1. These were developed from information contained in the PSRC/Trans-Lake model. The area is expected to see increases in person trips (29 percent), but smaller increases in vehicle trips (23 percent). The high transit service assumed in the 2030 baseline model helps to explain these differences.

Table 3-1. Commute Trips

	Person Trips		Vehicle Trips	
	2000	2030	2000	2030
Study Area Employee	5,918	6,402	4,472	5,254
Employed Residents	3,762	5,172	3,222	3,230

3.2 Vehicle Miles Traveled

The vehicle miles traveled to work in Totem Lake by employees is illustrated in Table 3-2. Vanpool users travel the greatest distance as would be expected.

Table 3-2. Average Vehicle Miles Traveled by Mode

Mode	Vehicle Miles Traveled to Work
Drive Alone	12
Carpool	15
Vanpool	21
Transit	10
Non-Motorized	0

3.3 SR 520 Corridor Trips

Over 6.6 percent of the PM peak period vehicle trips to and from Downtown Kirkland cross the SR 520 bridge. As shown in Table 3-3, a higher percentage of vehicle trips entering the Downtown Kirkland use the bridge, although trips leaving the study area contribute a higher total number of vehicles (i.e. over 1,100) to the bridge traffic. At 2,175, Downtown Kirkland trips comprise 5.3 percent of total bridge traffic during the PM peak period.

Table 3-3. Study Area Vehicle Trips Related to SR 520 Corridor

	From the Study Area	To the Study Area	Total Trips
PM Peak Trips	20,571	12,271	32,841
Study Area Trips Crossing SR 520 Bridge	1,171	1,004	2,175
Percent of Case Study Trips Crossing SR 520 Bridge	5.7%	8.2%	6.6%

3.4 Average Vehicle Occupancy for Commute Trips

The average vehicle occupancy for vehicle trips is shown in Table 3-4.

Table 3-4. People per Vehicle

	Average Number of People
Drive Alone	1.00
Carpool	2.08
Vanpool	8.76

3.5 Historical CTR Mode Shares by Year

Carpooling is the most common mode used by employees, but over the past 8 years has decreased as more employees are using transit, as illustrated in Table 3-5.

Table 3-5. Mode Share for CTR Employers

	Number of Employers	Mode Choice					
		Drive Alone	**Carpool**	**Vanpool**	**Transit**	**Non-Motorized**	**Other**
1993	1	74%	20%	0%	2%	4%	0%
1995	1	86%	9%	0%	0%	4%	0%
1997	1	83%	11%	0%	1%	4%	0%
1999	2	80%	15%	0%	2%	3%	0%
2001	2	78%	15%	1%	3%	3%	0%

4.0 History with TDM and Land Use Strategies

Generally, the City of Kirkland has promoted higher-density, infill and mixed-use development Downtown through zoning and policy decisions. The City requires design review for projects in the Downtown, which helps to produce development that is pedestrian-friendly and that fits in with the context of the neighborhood. Parking ratios are also lower downtown than they are in the rest of the city and there is some flexibility in allowing developers to lower the amount of required parking in exchange for TDM actions.

Kirkland's emphasis on non-motorized transportation is reflected in their land use codes. Covered bicycle parking is required throughout the city in all new development with the exception of single-family residential. Downtown, numerous pedestrian improvements, such as high-visibility flashing

crosswalks, public art, awnings, and a complete sidewalk network further enhance the walking environment.

Kirkland has several Transportation Management Programs operating as shown in Table 4-1. Addendum A presents additional information about the subsidies offered in these programs.

Table 4-1. List of all TMPs in the City of Kirkland (including Totem Lake and Downtown)

TMP Site Name
Carillon Point
Central Way Plaza
Continental Plaza Building
Crown Pointe Corporate Center
Emerald Building
Evergreen Hospital Medical Center
Forbes Lake Corporate Center
Gateway Plaza
Kirkland 118 Commerce Center
Kirkland 405 Corporate Center
Kirkland Avenue Office Park
Kirkland Way Building
Kirkland Technology Center
Lake Washington Technical College
Lakeshore Clinic
Lakeview Office Building
Linbrook Office Center
Northwest College
Park Place
The Plaza at Yarrow Bay
Touchstone Office Building
Virginia Mason Clinic East
Westwater Project
Yarrow Shores Office Building

Note: Shading are sites not yet completed.

The following tables used data from the Washington State CTR database. Table 4-1 lists the percent of Downtown Kirkland employers who stated that they either did or did not offer a TDM program.

Table 4-1. Percentage of CTR Employers Who Offer a Program

		Year			
		1995	1997	1999	2001
CWW Program	Yes	100%	100%	50%	50%
	No	0%	0%	50%	50%
Telecommuting	Yes	100%	0%	100%	100%
	No	0%	100%	0%	0%
Flex Time	Yes	100%	100%	100%	100%
	No	0%	0%	0%	0%
Guaranteed Ride Home	Yes	100%	100%	50%	100%
	No	0%	0%	50%	0%
Ridematching Services	Yes	100%	100%	50%	50%
	No	0%	0%	50%	50%
Shuttle Service	Yes	0%	0%	0%	0%
	No	100%	100%	100%	100%
Bike Subsidy	Yes	100%	0%	50%	50%
	No	0%	100%	50%	50%
Walking Subsidy	Yes	100%	100%	50%	50%
	No	0%	0%	50%	50%
Carpool Subsidy	Yes	100%	100%	50%	50%
	No	0%	0%	50%	50%
Vanpool Subsidy	Yes	0%	0%	50%	50%
	No	100%	100%	50%	50%
Transit Subsidy	Yes	100%	100%	100%	100%
	No	0%	0%	0%	0%
Ferry Subsidy	Yes	0%	0%	0%	0%
	No	100%	100%	100%	100%
Gen. Transportation Allowance	Yes	0%	0%	0%	0%
	No	100%	100%	100%	100%
Clothes Locker	Yes	100%	100%	100%	100%
	No	0%	0%	0%	0%
Uncovered Bicycle Parking	Yes	0%	100%	50%	0%
	No	100%	0%	50%	100%
Covered Bicycle Parking	Yes	0%	0%	50%	100%
	No	100%	100%	50%	0%
Passenger Loading Area	Yes	0%	0%	0%	0%
	No	100%	100%	100%	100%
Shower Facilities	Yes	100%	100%	100%	100%
	No	0%	0%	0%	0%

Addendum A. Additional TMP information

The following table is a summary of TMP's, of which many are subject also to the CTR laws of the state of Washington.

State Code	Company	Total # of Employees	# of Affected Employees	Transit
T80004	Carillon Point	1500		$100
T80068	Central Way Plaza	180		$21
T80005	Continental Plaza Building	200		$21
T80006	Crown Pointe Corporate Center	253		$21
T80007	Emerald Building	136		$21
T80070	F & A Plaza	40		$21
T80071	Forbes Lake Corporate Center	225		$21
T80076	Gateway Plaza	105		$21
T80072	Kirkland 118 Commerce Center	140		$21
T80001	Kirkland 405 Corporate Center	1500		$21
T80073	Kirkland Avenue Office Park	130		$21
T80074	Kirkland Way Building	45		$21
T80014	Lakeshore Clinic	30		$54
T80086	Lakeview Office Building	100		$21
T80011	Northwest College	30 employee	800 students	$21
T80078	Park Place	Not Complete		No Program
T80003	The Plaza at Yarrow Bay	310		$30
T80075	Touchstone Office Building	500		$21
T80012	Virginia Mason Clinic East	100		45% 1-zone pa
T80079	Westwater Project	Not Complete		No Program
T80013	Yarrow Shores Office Building	Not Complete		No Program

Source: Kirkland Public Works, Feb 2002 workshop

Addendum B. Additional CTR information

Several firms are subject to the Commute Trip Reduction Program of the state. The following table shows the subsidies given by the firms for those employees using alternative modes for the year 2001.

State Code	Company	Total # of Employees	# of Affected Employees	Transit	Ferry	Vanpool	Carpool	Walking	Bicycling	Other
E86397	Airshow Kirkland	164	161	*10801 120th Avenue NE, Kirkland, WA 9803*			$40	$40	$40	
E85324	AT&T Wireless Svcs. Lake Washington Boulevard	300	300	FlexPass (100%)		FlexPass (100%)	$10 CB+ voucher	$10 CB+ voucher	$10 CB+ voucher	
E87064	BEST Consulting	91	91	$40	$40					
E88096	Captaris	140	138	$87			$25	$25	$25	
E88518	Captura Software	135	131	$35	$130		$25		$25	
E80739	City of Kirkland	239	204	FlexPass or $30 for 60% usage		$30	$30	$30	$30	
E87239	Computer Associates	94	90	$45 CB voucher		$30 CB+ voucher	$30 CB+ voucher	$30 CB+ voucher	$30 CB+ voucher	
E85583	Digeo Broadband Inc. Kirkland	225	225	$21		$21	$21	$21	$21	
E83162	Evergreen Pharmaceutical Inc	236	116	$21		$21	$21	$21	$21	
E86660	FileNET Corporation Kirkland	180	180	$45						
E80069	Kenworth Truck Company Division Headquarters	340	340	100%	60%	$52.80	$15			
E80101	King County Hospital District No. 2 Evergreen Hosp Med. Ctr.	1690	600	$54		$54				
E86595	Lake Washington Technical College	495	144	$27						
E85506	Metrocall Inc.	141	65	FlexPass 100%		$21	$21	$21	$21	$21 motorcycle
E83261	netmanage.com Kirkland	80	79	0	0	0	0	0	0	
E80085	Parametrix Inc Kirkland Office	137	47	50%	$12					
E88104	Rosetta Inpharmatics	200	200	$21		$21	$21	$21	$21	
E85555	Spectra Lux Corporation	93	93	$20		$25	$5	$5	$5	
E88922	Terabeam Kirkland	170	170	New Site - No Program						
E85647	Travis Industries Inc	330	260	0	0	0	0	0	0	
E80325	Vopak USA Inc.	338	275	FlexPass 100%	$26	FlexPass 100%				
	Total	**5,818**	**3,909**							

Source: Kirkland Public Works, February 2002 Workshop